

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

1-11. (Canceled).

12. (Previously Presented) A method for a rollover stabilization of a vehicle in a critical driving situation, comprising:  
measuring different driving-condition variables by a sensor system;  
causing an actuator to intervene with a rollover-stabilization algorithm in a vehicle operation in a situation critical to rollover, in order to stabilize the vehicle; and  
estimating information from a relationship between a steering variable and a roll variable, the information relating to a rollover tendency of the vehicle and being taken into account in a scope of the rollover stabilization.

13. (Previously Presented) The method as recited in Claim 12, further comprising:  
ascertaining one of an indicator variable and one of a characteristic property and a variable of the rollover stabilization as a function of the rollover tendency, wherein:  
a stabilization action is one of enabled and deactivated in accordance with the indicator variable.

14. (Currently Amended) The method as recited in Claim 12, wherein the steering variable includes ~~one of~~ a steering angle ~~and a steering speed~~.

15. (Currently Amended) The method as recited in Claim 12, wherein the roll variable includes ~~one of contact patch forces of wheels, a compression travel, a vertical acceleration, a roll angle, and~~ a roll rate.

16. (Currently Amended) The method as recited in Claim 12, further comprising:  
changing, as a function of the rollover tendency, ~~one of~~ a control threshold of the rollover-stabilization algorithm, ~~a control deviation, and a controlled variable of the rollover stabilization algorithm~~.

17. (Previously Presented) The method as recited in Claim 12, further comprising:  
ascertaining, from the steering variable and the roll variable, a rollover indicator  
indicating the rollover tendency of the vehicle.

18. (Previously Presented) The method as recited in Claim 17, wherein the rollover  
indicator is determined by a fuzzy-information processing unit.

19. (Previously Presented) The method as recited in Claim 18, further comprising:  
weighting the rollover indicator by a weighting function indicating a quality of an  
estimation of the rollover indicator.

20. (Withdrawn) A vehicle-dynamics control system for a rollover stabilization of a  
vehicle in a critical driving situation, comprising:

a control unit for storing a rollover-stabilization algorithm;

a sensor system for measuring current, actual values of the control system;

an actuator for executing a stabilization action, wherein:

the sensor system ascertains a roll variable and a steering variable; and

a device for estimating a rollover tendency of the vehicle from the steering variable  
and the roll variable, the rollover tendency being taken into account in a scope of the rollover  
stabilization.

21. (Withdrawn) The vehicle-dynamics control system as recited in Claim 20,  
wherein the control unit ascertains one of an indicator variable, with the aid of which a  
stabilization action is one of enabled and deactivated, a characteristic property, and a variable  
of the rollover-stabilization algorithm, as a function of the rollover tendency.

22. (Withdrawn) The vehicle-dynamics control system as recited in Claim 20,  
wherein the sensor system includes a roll-rate sensor for ascertaining the roll variable.

23. (Withdrawn - New) The method as recited in Claim 12, wherein the steering  
variable includes a steering speed.

24. (Withdrawn - New) The method as recited in Claim 12, wherein the roll variable  
includes one of contact patch forces of wheels, a compression travel, a vertical acceleration,  
and a roll angle.

25. (Withdrawn - New) The method as recited in Claim 12, further comprising:  
changing, as a function of the rollover tendency, one of a control deviation and a  
controlled variable of the rollover-stabilization algorithm.